



CITY OF SAMMAMISH

PLANNING COMMISSION, REGULAR MEETING

March 2, 2017 6:30 – 8:30 PM

SAMMAMISH CITY HALL 801-228TH AVE SE

AGENDA

	<u>Approx start time</u>
CALL TO ORDER	6:30 pm
ROLL CALL	6:31 pm
➤ APPROVAL OF THE AGENDA	
➤ APPROVAL OF THE MINUTES – 02/23/2017	
➤ PUBLIC COMMENT – Non Agenda (3 minutes each)	
<u>OLD BUSINESS</u>	
➤ Neighborhood Character	6:45 pm
➤ Work Session	
➤ Dept. of Commerce Short Course Training (Videos)	7:45 pm
➤ Work Session	
➤ PUBLIC COMMENT – Agenda (7 minutes each)	
ADJOURN	8:30 pm

Note: This is an opportunity for the public to address the Planning Commission. For non-agenda items, three (3) minutes are granted per person, or five (5) minutes if representing the official position of a recognized community organization. Seven (7) minutes are granted per person for agenda items.

If you are submitting written material, please supply 8 copies (7 for Planning Commission; 1 for the record). If you would like to show a video or PowerPoint, it must be submitted or emailed by 5pm the day of the meeting to Tammy Mueller at tmueller@sammamish.us. Please be aware that Planning Commission meetings are videotaped and available to the public.

The City of Sammamish Planning Commission is appointed and is the advisory board to the City Council on the preparation and amendment of land use plans and implementing ordinances such as zoning. Planning Commissioners are selected to represent all areas of the City and as many "walks of life" as possible. The actions of the Planning Commission are not final decisions; they are in the form of recommendations to City Council who must ultimately make the final decision.

THE COMMISSION MAY ADD OR TAKE ACTIONS ON ITEMS NOT LISTED ON THIS AGENDA.

Planning Commission meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

DRAFT

PLANNING COMMISSION AGENDA CALENDAR

Date	Time	Type	Staff	Topics
March 2	6:30 PM	Regular Meeting	Kellye Hilde Jeff Thomas Doug McIntyre	Work Session: Neighborhood Character Work Session: Basic Short Course Training (Video)
March 16	6:30 PM	Regular Meeting	David Pyle David Goodman Charlotte Archer	Work Session: Sign Code Update
April 6	5:00 PM	Special Meeting w/ Parks Commission	Kellye Hilde Parks Staff	Work Session: Urban Forestry Management Plan Work Session: PRO Plan Update
	6:30 PM	Regular Meeting	David Pyle David Goodman Charlotte Archer	Public Hearing / Deliberation: Sign Code Update
April 20	6:30 PM	Regular Meeting	Kellye Hilde Jeff Thomas Doug McIntyre	Work Session: Neighborhood Character
May 4	Cancelled	Regular Meeting		
May 18	6:30 PM	Regular Meeting		
June 1	6:30 PM	Regular Meeting		
June 15	6:30 PM	Regular Meeting		
July 6	6:30 PM	Regular Meeting		
July 20	6:30 PM	Regular Meeting		
August		No Meetings		



Memorandum

Date: March 2, 2017

To: City of Sammamish Planning Commission

From: Kellye Hilde, Planning Manager and Doug McIntyre, Senior Planner

Re: Neighborhood Character

Background

On February 2, 2017 the Planning Commission discussed conceptual approaches the City could take to maintain and improve neighborhood character throughout Sammamish. The options presented to the Planning Commission included arterial street buffers and low-density residential zone transition buffers. Feedback from the Planning Commission focused generally on the following:

- Concern for “taking” of property
- Preference for arterial street buffers, not collector street buffers
- Need for a clear definition of the difference between a buffer and a setback as well as what is required in the buffer or setback area (e.g. type of landscaping, etc.)
- Consideration for limiting zone transition buffers only to instances where R-1 abuts R-6 or greater
 - Consideration for using existing environmental features to delineate buffers, where possible
 - Desire for a sliding scale that is flexible instead of a fixed amount of buffer
 - Consideration for an active buffer area (e.g. trails)

The Department of Community Development has now prepared a menu of draft amendments to Title 21A Sammamish Municipal Code (SMC) to demonstrate to the Planning Commission the manner in which these concepts would be implemented by the Zoning Code (Attachment A).

The Planning Commission is not being asked to take formal action on any of these proposals; instead the Planning Commission is being asked to consider the options and report back to the City Council on the preferred path forward. The City Council will consider that input and provide further direction to City Staff as they see fit.

Considerations and Focus Areas for Planning Commission

City Staff have considered the input from the Planning Commission and have developed a menu of draft code amendments for the Planning Commission to review and consider. Below is a summary of the work completed on the focus areas for this effort as the dialogue on this topic progresses:

1. **Arterial Street Buffers.** A scaled street buffer is proposed to be applied to SMC 21A.25.030 as a development condition. There are several options to consider, as demonstrated in the strikethrough/underling proposed code amendments. The Planning Commission should

consider the function of the buffer and whether it should be undisturbed or of a more active nature.

2. **Low-Density Residential Zone Buffers.** Low-Density Residential Zone buffers are proposed to apply only in instances where R-1 zones abut R-6 or greater zones. The Planning Commission should consider this restriction as well as the three options that have been proposed regarding the type of buffer (i.e. more active or more passive). The buffer is proposed to be scaled (i.e. limited by a percentage of the lot width or depth, whichever is greater) in order to avoid potential issues with regard to perceived or actual takings.
3. **Recreation Space Location.** In instance where outdoor recreation spaces are required on lots that are zoned R-6 or greater and abut R-1 zoned lots, the recreation space is proposed to be located adjacent to the zone boundary. The Planning Commission should consider this proposal and whether or not it would be an effective means to contribute toward neighborhood character.
4. **Tree Protection Standards.** City Staff is proposing to include residential buffer areas to be part of the prioritized location for the protection of significant trees.
5. **Definitions and the concept of a Buffer versus a Setback.** City Staff have clarified the distinction between a buffer and a setback. The Planning Commission should review the need for these new definitions as well as the language proposed in the definitions. Furthermore, the Planning Commission should consider the proposed requirements for buffers instead of setbacks.

Process

At the March 2 meeting, Planning Commission will continue discussing the amendments proposed to Title 21A SMC. Planning Commission will be asked to formalize their stance on this topic and continue the dialogue with the City Council. There is no public hearing scheduled for this topic and the Planning Commission is not being asked to take formal action on these proposals.

Attachments

Attachment A – Title 21A SMC – Potential Neighborhood Character Draft Code Changes
(strikethrough/underline version of current code)

Attachment B – Summary of Neighborhood Character references in Comprehensive Plan

Attachment C – City of Sammamish Functional Classification Map

Attachment D – 2016 Public Works Standards - Street Sections

Attachment E – 2016 Public Works Standards - Street Classifications

21A.15.1070 Setback.

“Setback” means the minimum required distance between a structure and a specified line such as a lot, easement or buffer line that is required to remain free of structures. (Ord. O2013-350 § 1 (Att. A); Ord. O2003-132 § 10)

21A.15.122 Buffer.

“Buffer” means a designated area contiguous to a steep slope or landslide hazard area intended to protect slope stability, attenuation of surface water flows and landslide hazards, or a designated area contiguous to a habitat conservation area, stream or wetland intended to protect the habitat, stream or wetland and be an integral part of the habitat, stream or wetland ecosystem. (Ord. O2013-350 § 1 (Att. A); Ord. O2005-193 § 2; Ord. O2003-132 § 10)

21A.15.123 Buffer, residential.

“Buffer, residential” means a designated area applied to residential lots of R-6 zoning designation or greater when abutting residential lots of R-1 zoning designation that is intended to provide a transition from higher density residential uses to lower density residential uses.

21A.15.124 Buffer, arterial street

“Buffer, arterial street” means a designated area applied to residential lots when abutting an arterial street (includes both principal and minor arterials) that is intended to provide a greater aesthetic quality for residential areas and to limit the visual impacts of arterial streets.

21A.25.030 Densities and dimensions – Residential zones. 

A. Residential Zones.

	Z O N E S	RESIDENTIAL					
		URBAN RESIDENTIAL					
STANDARDS		R-1⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
Maximum Density DU/Acre (11)		1 du/ac	4 du/ac (5)	6 du/ac	8 du/ac	12 du/ac	18 du/ac
Minimum Density (2)				85% (14)	80% (14)	75% (14)	
Minimum Lot Width		35 ft (7)	30 ft	30 ft	30 ft	30 ft	30 ft
Minimum Street Setback		20 ft	10 ft	10 ft	10 ft	10 ft	10 ft

Z O N E S	RESIDENTIAL					
	URBAN RESIDENTIAL					
STANDARDS	R-1⁽¹³⁾	R-4	R-6	R-8	R-12	R-18
	(6)	(7) (16)	(7) (16)	(7) (8)	(7)	(7)
Minimum Interior Setback (2)(12)(21)(22)	5 ft (7)	5 / 7 / 15 ft (17)	5 / 7 / 15 ft (17)(20)	5 ft (20)	5 ft (20)	5 ft (20)
Base Height (3)(15)	35 ft	35 ft	35 ft 45 ft (10)	35 ft 45 ft (10)	60 ft	60 ft 80 ft (10)
Maximum Impervious Surface: Percentage (4)	30% (9)			75%	85%	85%
Minimum Yard Area (18)		45%	35%			
Lot Coverage (19)		40%	50%			

1. Also see SMC [21A.25.060](#).
2. These standards may be modified under the provisions for zero lot line and townhouse developments.
3. Height limits may be increased when portions of the structure which exceed the base height limit provide one additional foot of street and interior setback for each foot above the base height limit, provided the maximum height may not exceed 75 feet. Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the additional interior setback requirements; provided, that the maximum height shall not exceed 75 feet.
4. Applies to each individual lot. Impervious surface area standards for:
 - a. Regional uses shall be established at the time of permit review;
 - b. Nonresidential uses in residential zones shall comply with SMC [21A.25.130](#);
 - c. Lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.
5. Mobile home parks shall be allowed a base density of six dwelling units per acre.
6. The standards of the R-4 zone shall apply if a lot is less than 15,000 square feet in area.
7. At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line. The linear distance shall be measured along the center

line of the driveway from the access point to such garage, carport or fenced area to the street property line.

8. a. For developments consisting of three or more single-detached dwellings located on a single parcel, the setback shall be 10 feet along any property line abutting R-1 through R-8, except for structures in on-site play areas required in SMC [21A.30.160](#), which shall have a setback of five feet.

b. For townhouse and apartment development, the setback shall be 20 feet along any property line abutting R-1 through R-8, except for structures in on-site play areas required in SMC [21A.30.160](#), which shall have a setback of five feet, unless the townhouse or apartment development is adjacent to property upon which an existing townhouse or apartment development is located.

9. Lots smaller than one-half acre in area shall comply with standards of the nearest comparable R-4 through R-8 zone. For lots that are one-half acre in area or larger, the impervious surface area allowed shall be 10,000 square feet or 30 percent of the property, whichever is greater. On any lot over one acre in area, an additional five percent of the lot area may be used for buildings related to agricultural or forestry practices. For lots smaller than two acres but larger than one-half acre, an additional 10 percent of the lot area may be used for structures which are determined to be medically necessary, provided the applicant submits with the permit application a notarized affidavit, conforming with the requirements of SMC [21A.70.170](#)(1)(b). Public projects shall be subject to the applicable impervious surface provisions of the R-4 zone.

10. The base height to be used only for projects as follows:

a. In R-6 and R-8 zones, a building with a footprint built on slopes exceeding a 15 percent finished grade; and

b. In the R-18 zone using residential density incentives and transfer of density credits pursuant to this title.

11. Density applies only to dwelling units and not to sleeping units.

12. Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 26 feet as measured from the center line of the garage, carport or fenced parking area, from the access point to the opposite side of the joint use driveway.

13. All subdivisions and short subdivisions in the R-1 zone shall be required to be clustered away from critical areas or the axis of designated corridors such as urban separators or the wildlife habitat network to the extent possible and a permanent open space tract that includes at least 50 percent of the site shall be created. Open space tracts shall meet the provisions of SMC [21A.30.030](#).

14. See SMC [21A.25.090](#).

15. Subject to the increase in maximum height permitted pursuant to SMC [21A.85.070](#), preferred low impact development incentives, and SMC [21A.30.020](#).

16. Thirty percent of the area contained within the street setback shall be landscaped and part of the area used to comply with the minimum pervious surface percentage.

17. Lots with three or more interior lot lines shall provide a combination of five-foot, seven-foot, and 15-foot interior setbacks. Lots with two interior lot lines shall provide a combination of two interior setback widths. For example, a lot with two interior lot lines could provide a five-foot and a seven-foot interior setback from interior lot lines.

18. For the purposes of this section, "yard" is any surface area that is not structured or hardened. Yard areas may be landscaped, contain uncovered decks of less than 18 inches above grade, and artificial turf, but do not include areas covered by pervious concrete or other similar materials.

19. The maximum lot coverage may be increased by five percentile points once, if a covered outdoor living space or an accessory dwelling unit is built on site. For the purposes of this section, a covered outdoor living space includes any structure with a roof that is not fully enclosed by walls. (Ord. O2016-407 § 1 (Att. A); Ord. O2010-279 § 1 (Att. A); Ord. O2009-249 § 1; Ord. O2008-236 § 1; Ord. O2004-143 § 1; Ord. O2003-132 § 12)

20a. Lots adjacent to lots of R-1 zoning designation shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the shared property line. The buffer area shall be undisturbed.

20b. Lots adjacent to lots of R-1 zoning designation shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the shared property line. 50% of the buffer area shall be planted as a Type II Landscaping Screen, pursuant to SMC 21A.35.030.

20c. Lots adjacent to lots of R-1 zoning designation shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the shared property line. Where existing pedestrian connections are available, the buffer area shall be designed to connect to the pedestrian facilities, in accordance with the Local Trail standards of the adopted Public Works Standards.

21a. Lots abutting a principal arterial or minor arterial, as listed in the "Roadway Functional Classification and Inventory" of the Transportation Background Information (Volume II) of the Comprehensive Plan and further depicted in Background Figure T-1 of the Transportation Background Information (Volume II) of the Comprehensive Plan, shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the adjacent property line. The buffer area shall be undisturbed.

21b. Lots abutting a principal arterial or minor arterial, as listed in the "Roadway Functional Classification and Inventory" of the Transportation Background Information (Volume II) of the Comprehensive Plan and further depicted in Background Figure T-1 of the Transportation Background Information (Volume II) of the Comprehensive Plan, shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the adjacent property line. 50% of the buffer area shall be planted as a Type II Landscaping Screen, pursuant to SMC 21A.35.030.

21c. Lots abutting a principal arterial or minor arterial, as listed in the "Roadway Functional Classification and Inventory" of the Transportation Background Information (Volume II) of the Comprehensive Plan and further depicted in Background Figure T-1 of the Transportation Background Information (Volume II) of the Comprehensive Plan, shall provide an interior buffer of 20% of the lot width or depth (whichever is greater) at the adjacent property line. Where existing pedestrian connections are available, the buffer area shall be designed to connect to the pedestrian facilities, in accordance with the Local Trail standards of the adopted Public Works Standards.

22. Lots abutting a principal arterial or minor arterial shall provide an additional 10 foot building setback at the edge of the arterial street buffer required in Development Condition 21.

Commented [DM1]: Three options to consider for residential buffers

Commented [DM2]: Three options to consider for arterial street buffers

21A.30.140 On-site recreation – Space required.

(1) All single-family, multifamily and townhouse developments of more than four units, and mixed use developments of more than four units, shall provide recreation space excluding environmentally sensitive areas as defined by Chapter [21A.50](#) SMC for leisure, play or sport activities as follows:

- (a) Residential developments at a density of eight units or less per acre: 390 square feet per unit;
- (b) Attached residential developments at a density of greater than eight units per acre, and mixed use:
 - (i) Studio and one bedroom: 90 square feet per unit;

(ii) Two bedroom: 130 square feet per unit; and

(iii) Three or more bedroom: 170 square feet per unit.

(2) Any recreation space located outdoors shall:

(a) Be of a grade and surface suitable for recreation;

(b) Be on the site of the proposed development;

(c) Have no dimensions less than 20 feet (except trail segments);

(d) When the required open space is less than 5,000 square feet, the required open space shall be located in a single area or tract;

(e) When the required open space exceeds 5,000 square feet:

(i) The space shall have a street roadway or parking area frontage along 10 percent or more of the recreation space perimeter (except trail segments);

(ii) A minimum of 60 percent of the required open space shall be located in a single area or tract;

(iii) At least one area or tract shall contain a minimum of 5,000 square feet;

(f) Be accessible and convenient to all residents within the development; and

(g) In instances where lot(s) of R-6 zoning designation or greater about lot(s) of R-1 zoning designation, the recreation space shall be located adjacent to the R-1 lot(s).

~~(gh)~~ Be accessible by trail or walkway to any existing or planned community park, public open space or trail system, which may be located on adjoining property.

(3) Indoor recreation areas may be credited towards the total recreation space requirement,

when the City determines that such areas are located, designed and improved in a manner that provides recreational opportunities functionally equivalent to those recreational opportunities available outdoors. For senior citizen assisted housing, indoor recreation areas need not be functionally equivalent but may include social areas, game and craft rooms, and other multi-purpose entertainment and education areas.

(4) Storm water runoff tracts may be credited for up to 50 percent of the on-site recreation space requirement, subject to the following criteria:

- (a) The storm water runoff tract is dedicated or reserved as a part of a recreation space tract;
- (b) The detention pond shall be constructed to meet the following conditions:
 - (i) The side slope of the storm water facilities shall not exceed 33 percent unless slopes are existing, natural and covered with vegetation;
 - (ii) A bypass system or an emergency overflow pathway shall be designed to handle flow exceeding the facility design and located so that it does not pass through active recreation areas or present a safety hazard;
 - (iii) The storm water facilities shall be landscaped in a manner to enhance passive recreation opportunities such as trails and aesthetic viewing; and
 - (iv) The storm water facilities shall be designed so they do not require fencing pursuant to the King County surface water design manual.
- (c) In the case of joint use of the tract for storm water facilities and recreation space, the City shall be responsible for maintenance of the storm water facilities only and will require an access easement for that purpose. (Ord. O2004-154 § 1; Ord. O99-29 § 1)

21A.37.270 Tree protection standards. 

(1) Priority. Significant trees identified for retention pursuant to SMC [21A.37.250](#) shall be selected, to the extent feasible, subject to the following order of priority from most important to least important:

- (a) Significant trees part of a continuous canopy adjacent to an environmentally critical area and associated buffer or residential buffer;
- (b) Significant trees part of a continuous canopy adjacent to a public park and/or other protected open space;
- (c) Significant trees part of any other on-site and/or off-site continuous canopy;
- (d) Significant trees providing relief from identified environmental impacts;

(e) Significant trees providing perimeter connectivity and/or off-site screening;

(f) Significant trees able to be incorporated into required landscaping;

(g) An isolated cluster of significant trees;

(h) Individual significant trees.

(2) Designation. Any applicable application and/or plan required for new development shall show all significant trees designated for protection. These areas may be shown by labeling them as "Protected Significant Trees" or such other designation as approved by the director. Protected vegetation, including protected trees, shall not be modified, harmed, or removed except as provided in this section.

(3) Preservation. An approval for new development may require the significant trees to be retained are permanently preserved within a tract, easement or other permanent protective mechanism. When required, the location, purpose, and restrictions of these protected areas shall be shown on the face of the deed, plat, binding site plan, covenant or similar document, and shall be recorded with the King County department of records and elections or its successor. The recorded document shall include the requirement that the protected areas shall not be removed, amended, or modified without the written approval of the City of Sammamish.

LAND USE

- Land Use Goals

Goal LU.1 Build community **character** and identity on a Citywide basis to enhance the high quality of family life established in Sammamish.

Goal LU.2 Preserve and enhance the natural features, quality, **character** and function of the City's residential neighborhoods.

Goal LU.4 Ensure that public facilities support and strengthen community **character**.

- **Introduction**

The Land Use Element guides future use of land in Sammamish and helps to ensure the City's high quality of life and community **character**. The Element includes policies that support compatibility with natural features and environmental protection, encourage community open spaces, foster a sense of community, reflect current and historic **character**, and keep new growth context sensitive with existing development. It recognizes the auto-oriented legacy of historic development patterns, and sets policies to continue suburban patterns that are more walkable and promote good human health. Lastly, it aims to be part of a coherent regional whole by coordinating planning efforts with neighboring cities, special districts, and King County. Consistent with the Plan's framework goals and emphasis on sustainability and healthy communities, land use policies promote opportunities for sustainable development patterns, active transportation, access to healthy foods, and social connectedness.

- **Goals and Policies**

Goal LU.1 Build community **character** and identity on a Citywide basis to enhance the high quality of family life established in Sammamish.

Policy LU.1.1 Establish land use policies and regulations that promote a safe, healthy and engaged residential community with a range of housing options, safeguard the environment and foster a sense of community.

Policy LU.1.2 Promote complementary and compatible development and smooth transitions between differing land uses.

Policy LU.1.3 Recognize and preserve the natural environment as an important element of the City's identity.

Policy LU.1.4 Where appropriate, develop design guidelines and development regulations to support the following:

- a -Compatibility with natural site features
- b -Retention of trees and native vegetation
- c -Low impact development
- d -Development at a scale and **character** appropriate to the site

- e -Design that supports the human scale
- f -Design that reflects community **character**
- g -Landscaping to enhance building and site appearance and function
- h -Integrated and connected access for bicycles, pedestrians and vehicles
- i -Balanced consideration of automobile and pedestrian/bicycle mobility and safety
- j -Usable passive and active open space, including community gathering places
- k -Cohesive design **character** that minimizes visual clutter
- l -Sense of personal safety

Goal LU.2 Preserve and enhance the natural features, quality, **character** and function of the City’s residential neighborhoods.

Policy LU.2.2 Support design variety, such as variation in facade and rooflines, flexible setback standards, excluding the perimeter of developments, and other design features in accordance with other applicable codes to enhance neighborhood **character**.

Policy LU.2.4 Establish a program to acquire property for public purposes consistent with the policies of this comprehensive plan. This evaluation should include consideration of the feasibility of both fee simple acquisition and the acquisition of development rights or easements, as well as identification of potential funding sources, grants, and gifting strategies. Priorities for acquisition may include: protection of environmentally sensitive areas, preservation of view corridors, preservation of parcels that convey a unique sense of the community’s **character** or historical tradition, parcels to provide breaks in development patterns along designated arterials, passive and active recreation opportunities.

Policy LU.2.6 Where feasible, design stormwater facilities to provide supplemental benefits, such as pollinator and wildlife habitat, recreation, trails and enhancement of community **character**.

Policy LU.2.7 Consider site and design measures in residential areas to:

- a -Ensure that stormwater facilities enhance neighborhood **character**, whenever possible
- b -Promote privacy Clustered development Renaissance Ridge neighborhood gateway
Sammamish Comprehensive Plan Land Use Element October 2015 29
- c -Preserve vegetation, protect the natural environment and encourage planting of trees and native vegetation
- d -Provide passive recreation, including trails where appropriate
- e -Develop compatible services, recreation and gathering places within walking/bicycling distance of homes

Goal LU.4 Ensure that public facilities support and strengthen community **character**.

Policy LU.4.3 Recognize that the **character** of public rights-of-way play a role in determining community **character**. Wherever feasible, incorporate streetscape improvements, such as wayfinding signs, lighting,

public art, enhanced landscaping, including native plantings, and street furniture to enhance community **character**.

Environment & Conservation

- **Environment & Conservation Goals**

Goal EC.10 Maintain and improve the City's forested **character**.

HOUSING

- **Introduction**

The Housing Element addresses the preservation, improvement, and development of housing, identifies land to accommodate different housing types, and makes provisions for the existing and projected housing needs of all economic segments of the community. Sammamish's housing element ensures that there will be enough housing to accommodate expected growth in the city, and the variety of housing necessary to accommodate a range of income levels, ages and special needs. At the same time, the element seeks to preserve existing neighborhood **character** by including policies that will keep new development compatible.

The Housing Element is supported by a housing needs analysis, which quantifies existing and projected housing needs and identifies the number of housing units necessary to accommodate projected growth. This analysis prompts the City to consider what current and future residents will need, and this in turn informs policies that shape the zoning and development standards in place today and planned for the future. This is an element in which multiple interests need to be balanced, including community **character**, demographic characteristics, affordability, and others. [...]

- **Goals and Policies**

Goal H.1 Neighborhood Vitality and Character Promote safe, attractive, and vibrant residential and mixed-use neighborhoods. Encourage housing design that is sensitive to quality, design, and intensity within neighborhoods and with surrounding land uses. Land use policies and regulations should emphasize compatibility with existing neighborhood **character**. In areas where the existing **character** is in transition, new development should be designed to incorporate the qualities of well-designed neighborhoods.

Policy H.1.1 Ensure new development and redevelopment is sensitive to the context of existing and planned neighborhood **character**.

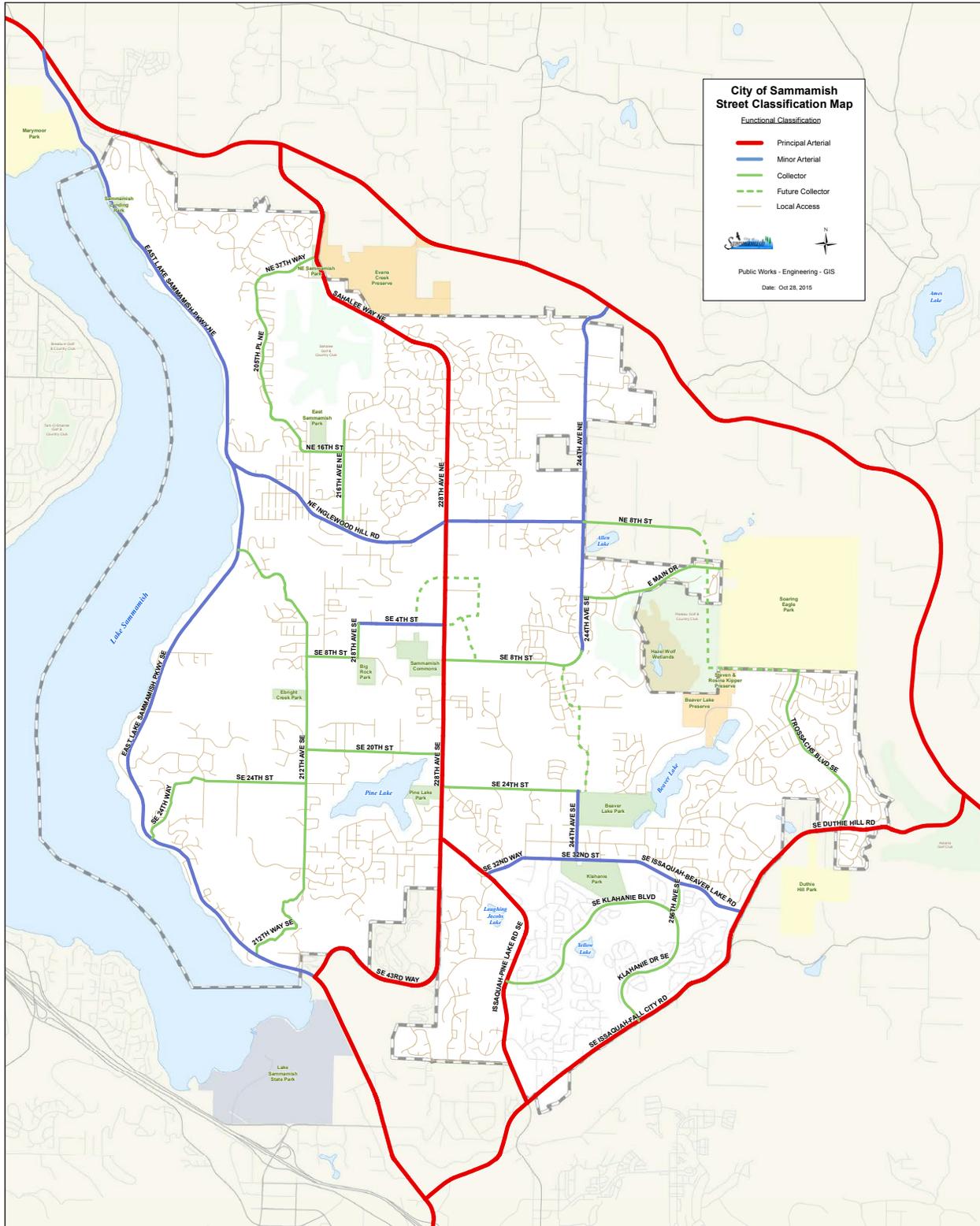
TRANSPORTATION

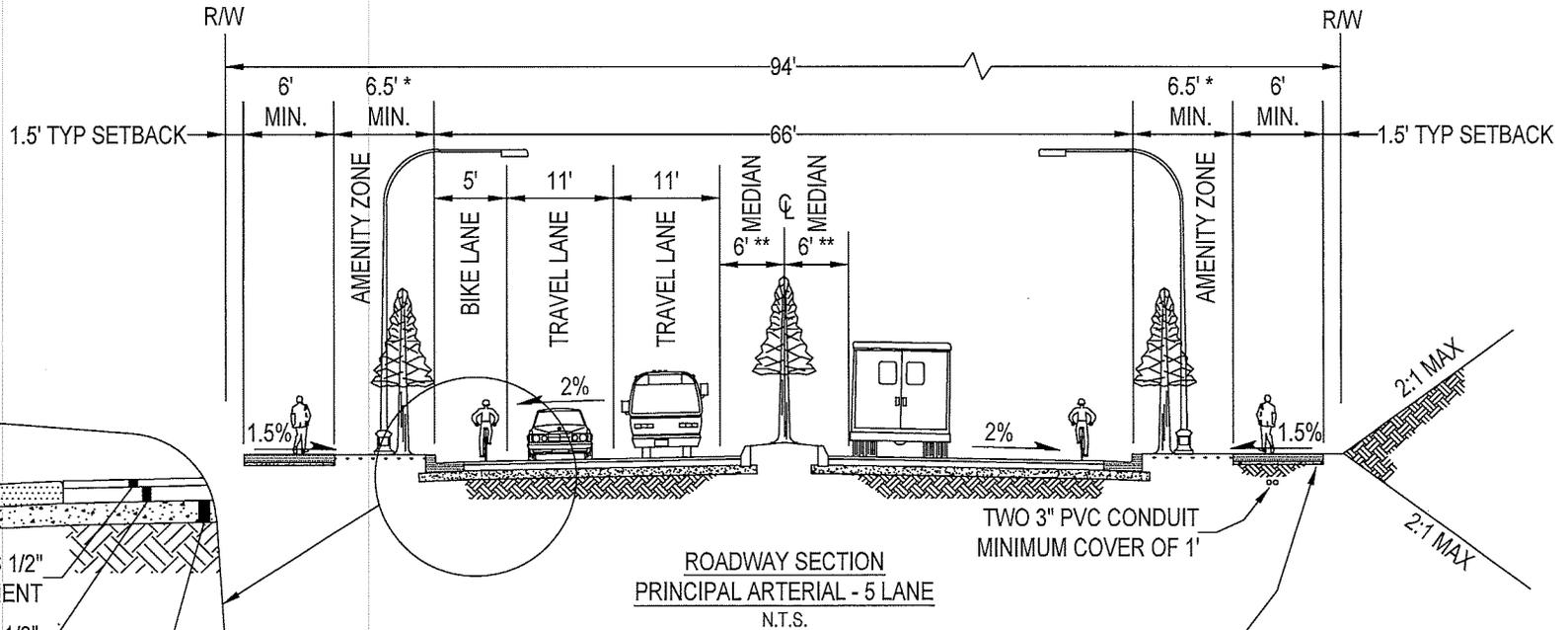
"Character" not used

PARKS

“**Character**” not used

Background Figure T-1
Existing Roadway Inventory and Functional Classifications





ROADWAY SECTION
 PRINCIPAL ARTERIAL - 5 LANE
 N.T.S.

TWO 3" PVC CONDUIT
 MINIMUM COVER OF 1'

SEE STND DWG 3-06 FOR
 SIDEWALK DETAILS

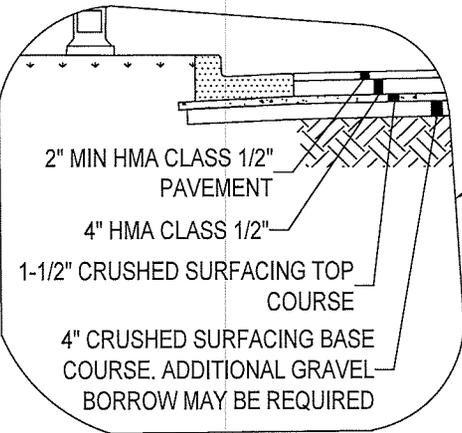
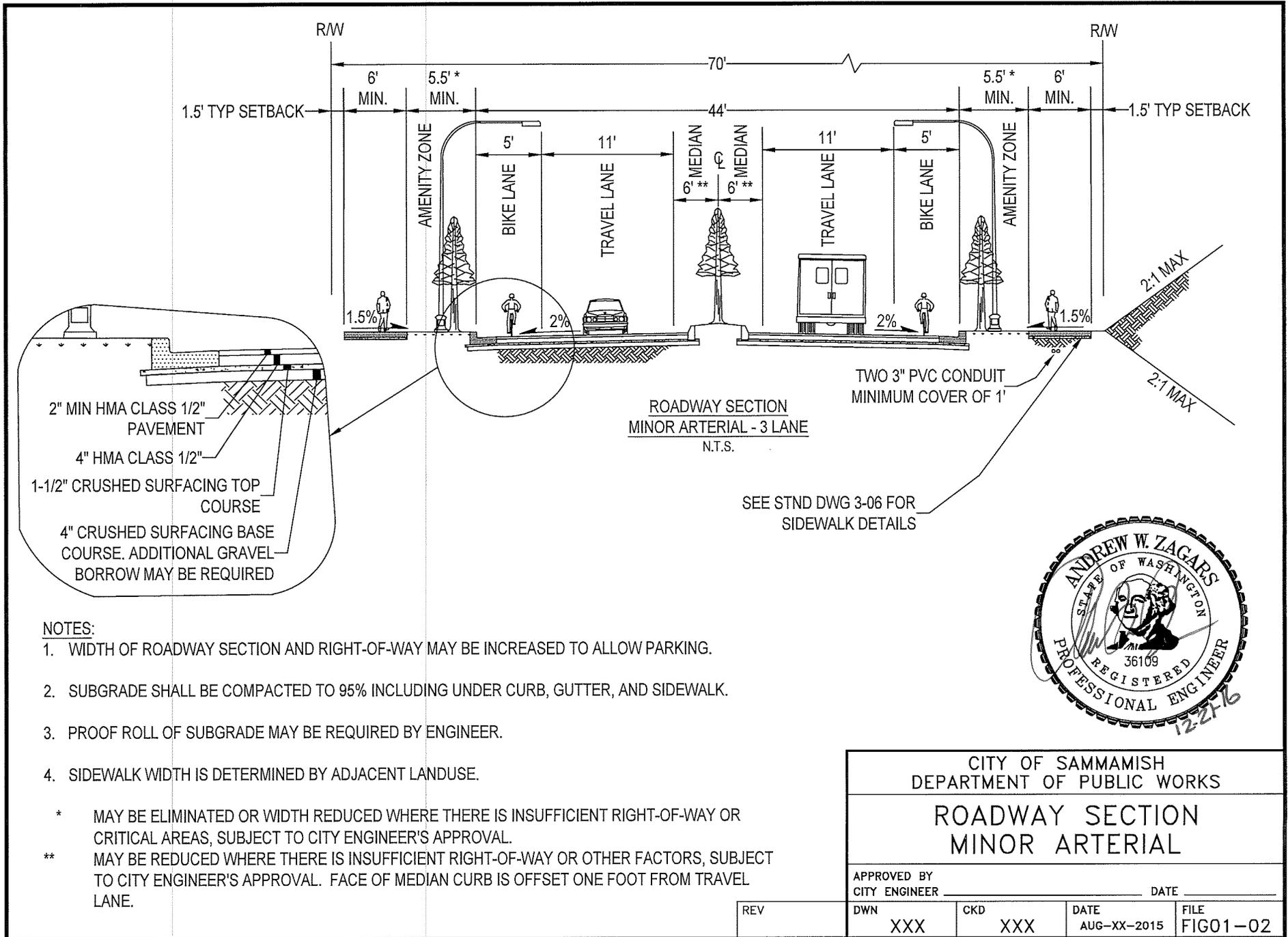


NOTES:

1. NO ON-STREET PARKING PERMITTED.
 2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
 3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
 4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.
- * MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR CRITICAL AREAS, SUBJECT TO CITY ENGINEER'S APPROVAL.
- ** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.

REV

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION PRINCIPAL ARTERIAL			
APPROVED BY CITY ENGINEER _____		DATE _____	
DWN TTC	CKD AWZ	DATE AUG-XX-2015	FILE FIG01-01

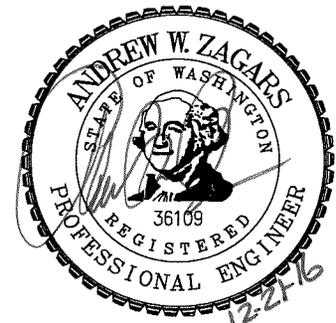


NOTES:

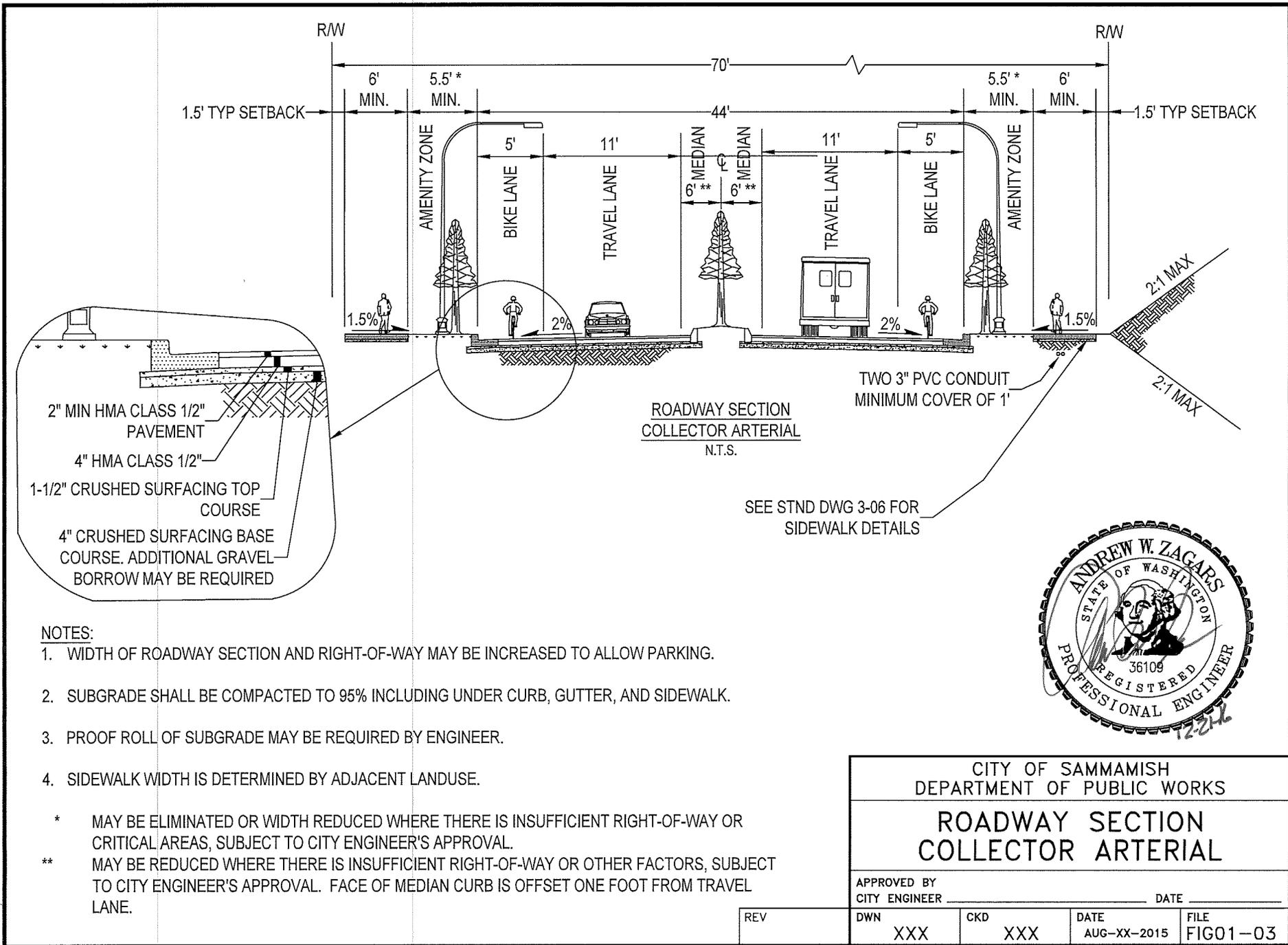
1. WIDTH OF ROADWAY SECTION AND RIGHT-OF-WAY MAY BE INCREASED TO ALLOW PARKING.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

* MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR CRITICAL AREAS, SUBJECT TO CITY ENGINEER'S APPROVAL.

** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.



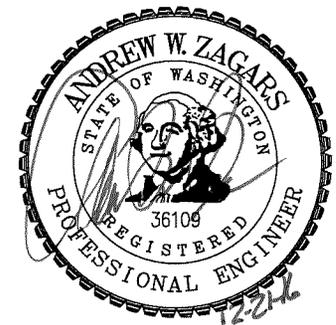
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION MINOR ARTERIAL			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015
			FILE FIG01-02



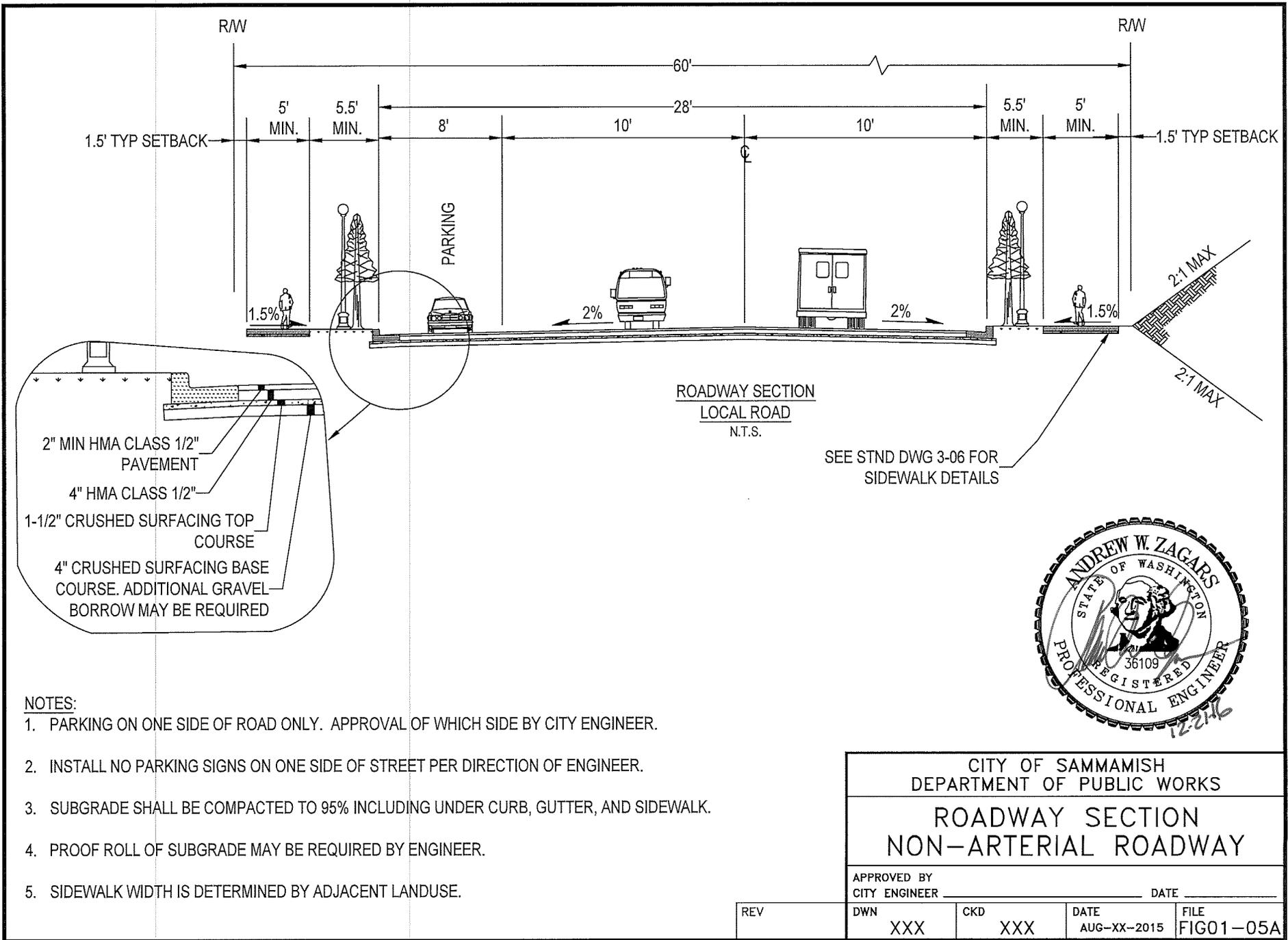
NOTES:

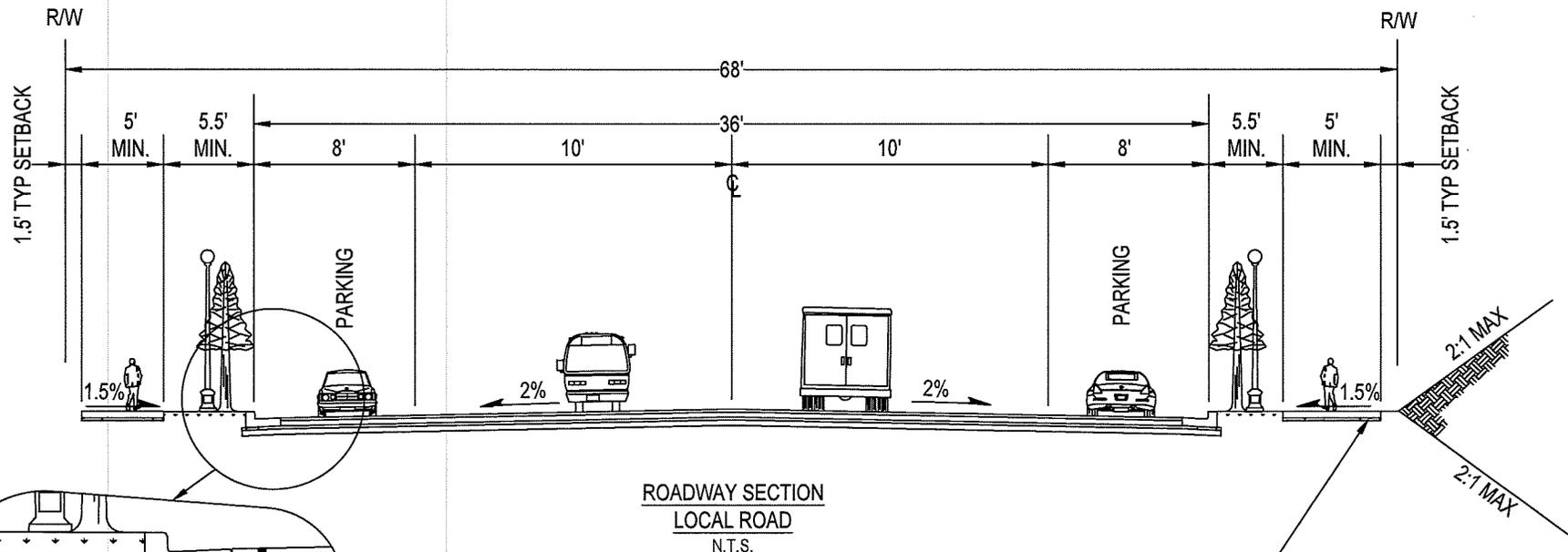
1. WIDTH OF ROADWAY SECTION AND RIGHT-OF-WAY MAY BE INCREASED TO ALLOW PARKING.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

* MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR CRITICAL AREAS, SUBJECT TO CITY ENGINEER'S APPROVAL.
 ** MAY BE REDUCED WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY OR OTHER FACTORS, SUBJECT TO CITY ENGINEER'S APPROVAL. FACE OF MEDIAN CURB IS OFFSET ONE FOOT FROM TRAVEL LANE.



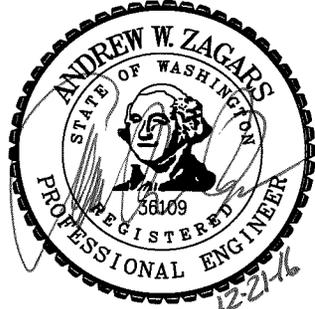
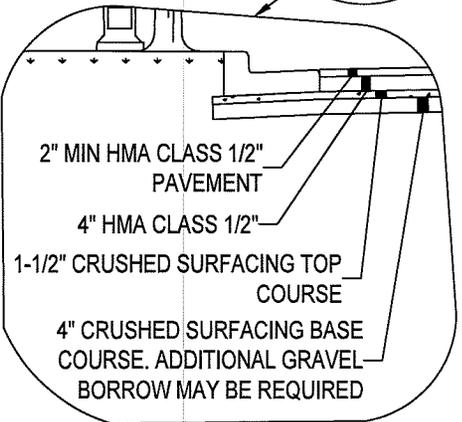
CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION COLLECTOR ARTERIAL			
APPROVED BY CITY ENGINEER _____		DATE _____	
REV	DWN XXX	CKD XXX	FILE FIG01-03





ROADWAY SECTION
LOCAL ROAD
N.T.S.

SEE STND DWG 3-06 FOR
SIDEWALK DETAILS



NOTES:

1. PARKING ON BOTH SIDES OF THE ROADWAY REQUIRED FOR DEVELOPMENTS IN ZONING GREATER THAN R-4 AND IN LOCATIONS OF A HIGH DEMAND FOR PARKING.
2. SUBGRADE SHALL BE COMPACTED TO 95% INCLUDING UNDER CURB, GUTTER, AND SIDEWALK.
3. PROOF ROLL OF SUBGRADE MAY BE REQUIRED BY ENGINEER.
4. SIDEWALK WIDTH IS DETERMINED BY ADJACENT LANDUSE.

CITY OF SAMMAMISH DEPARTMENT OF PUBLIC WORKS			
ROADWAY SECTION NON-ARTERIAL ROADWAY			
APPROVED BY CITY ENGINEER		DATE	
REV	DWN XXX	CKD XXX	DATE AUG-XX-2015 FILE FIG01-05B

Chapter 9. Street Classification

Federal and State guidelines require that streets be classified based on function. The City divides streets into three categories; they are arterial, non-arterial, and private streets.

9.1. Arterial Streets

Arterial streets provide a high degree of vehicular mobility through effective street design and by limiting property access to the right-of-way. Most vehicle trips on arterials are through-traffic.

Arterials are divided into three classifications: Principal, Minor, and Collector Arterials. Minimum criteria for Arterial Streets are included in Table 9.1.

- A. **Principal Arterials:** Principal arterials provide service for major traffic movement within the City. They are designed to be primary accesses through the City and carry large portions of daily traffic over extended distances in minimal time. Principal arterials connect freeways, highways and minor arterials. They have minimal driveway connections and local street connections.

(Examples: 228th Ave NE/SE, Sahalee Way and Issaquah Pine Lake Road, Issaquah Fall City Road)

- B. **Minor Arterials:** Minor Arterials carry high volumes of traffic, but are typically designed with less regional mobility throughout the city than principal arterials. Their purpose is to connect primary arterials and various activity centers within the City, such as high schools and parks, with other principal arterials and collector arterials. Typically, they distribute to smaller geographical areas compared to principal arterials.

(Examples: E Lake Sammamish Pkwy, Inglewood Hill Road, 244th Ave SE-NE, NE 8th St., SE 8th St.)

- C. **Collector Arterials:** Collector arterials are designed to connect multiple neighborhoods with non-arterial streets to the closest principal and minor arterial roadways. Collector arterials differ from minor arterial roadways because they may run adjacent to or extend into residential neighborhoods.

(Examples: 205th PI NE, 248th Ave SE, and SE 24th St., Trossachs Blvd SE, 212th Ave SE)

Table 9.1 Street Classification Characteristics

	ARTERIAL STREETS		
	Principal	Minor	Collector
Function	<ul style="list-style-type: none"> - Connect cities and urban centers with minimum delay - Channel traffic to Interstate system - Accommodate long and through trips 	<ul style="list-style-type: none"> - Connect activity centers within the City - Connect traffic to Principal Arterials and Interstate - Accommodate some long trips 	<ul style="list-style-type: none"> - Access to community services and businesses - Connect non-arterial to Minor and Principal Arterial - Accommodate medium-length trips
Minimum Right of Way (1)(2)	94 feet	70 feet	70 feet
Travel Lane Width	11 feet	11 feet	11 feet
Auxiliary Lane Width	12 feet	12 feet	12 feet
Parking Lane/Width	None	Requires Public Works Director Approval/8 Feet	Requires Public Works Director Approval/8 Feet
Curb to Curb Width(3)	44 feet (3 Lane) 66 feet (5 Lane)	44 feet (3 lane)	44 feet (3 lane)
Sidewalk Width	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet widths at discretion of the Public Works Director	Both Sides: 6 feet' wide (commercial areas may require up to 10 feet widths at discretion of the Public Works Director	Both Sides: 6 feet wide
Planter Strip Width(4)	Both sides 6 feet wide	Both sides 5 feet wide	Both sides 5 feet wide
Half Street Width(5)	28 feet	28 feet	28 feet
Design Speed (mph)	35-45	30-35	25-35
Daily Volumes (ADT)	>15,000	7,000-20,000	1,500- 10,000

	ARTERIAL STREETS		
	Principal	Minor	Collector
Lane	Two or more	Two or more	Two or more
Striping	Travel lanes delineated	Travel lanes delineated	Travel lanes shall be delineated
Buses/Transit Stops	Allowed	Allowed	Allowed
Bicycle Facilities	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage	Lanes, shared lanes, or signage
Pedestrian Facilities	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips	- Sidewalks both sides - Amenity strips

(1) Does not include easements for public and private utilities.

(2) ROW may be increased to accommodate Auxiliary Lanes, Parking, or Rain Gardens

(3) Minimum Width - Land use Density or Offsite Parking Provisions may require more for-street Parking

(4) Does not include curb

(5) Minimum width includes Eleven-foot lanes and Four-foot shoulders.

9.2. Non-Arterial Streets

Streets that are not designated as arterials, are non-arterial streets. Sammamish divides non-arterial streets into Neighborhood Collector Streets and Local Streets. Criteria for non-arterial streets are included in Table 9.2 below.

A. Neighborhood Collectors:

Neighborhood Collectors. Neighborhood collector streets are designed to connect local streets to arterials. Typically, neighborhood collector streets have limited driveway accesses and are built to accommodate localized populations in neighborhoods that are connected with the street.

B. Local Streets:

Local Streets. Local streets are the most common roadways and make up neighborhood roadways. Local streets typically contain a majority of driveway access points within an urban location and see minimal traffic from residents outside of the area.

Table 9.2 Non-Arterial Streets

	NON-ARTERIAL STREETS	
	Neighborhood Collector	Local
Function	- Connect Local to Arterials - Provide local access - Accommodate short trips to neighborhood destinations - Limited Driveway Access.	- Provide local access
Minimum Right of Way Width ⁽¹⁾⁽²⁾	60 feet	60 feet
Lane Width	10 feet (min)	10 feet (min)
Parking Lane Width	8 feet	8 feet
Curb to Curb Width ⁽³⁾	28 feet in R-1 through R-4 Zoning 36 Feet in zones greater than R-4	28 feet in R-1 through R-4 Zoning 36 feet in zones greater than R-4
Parking	One Side in R-1 though R-4 Zoning Two Sides in zones greater than R-4	One Side in R-1 though R-4 Zoning Two Sides in zones greater than R-4
Sidewalk Width	5 feet	5 feet
Planter Strip Width ⁽⁴⁾	5 feet (greater than R-4) 8 feet (R-1 through R-4)	5 feet (greater than R-4) 8 feet (R-1 through R-4)
Half Street Width ⁽⁵⁾	20 feet	20 feet
Design Speed (mph)	25	25
Daily Volumes (ADT)	< 1,500-5,000	< 1500
Striping	No centerline striping	No centerline striping
Buses/Transit Stops	Allowed for short segments (School Only)	Allowed for short segments (School Only)
Bicycle Facilities	Shared lanes/signs	No specific bicycle facilities; may have signed route
Pedestrian Facilities	- Pedestrian access through use of sidewalks, trails, or other	- Pedestrian access through use of sidewalks, trails, or other

(1) Does not include easements for public and private utilities.

(2) ROW may be increased to accommodate additional Parking or Low Impact Storm Drainage facilities.

(3) Minimum Width - Land Use Density or Offsite Parking Provisions may require more on-street Parking.

(4)Does not include curb.

(5)Minimum width includes Ten-foot lanes and One-foot shoulders.

9.3. Alley

Alleys are considered private roads and are governed by the following criteria.

- A. Allowed for primary access only when lots served have full frontage on a public street.
- B. Serves a maximum of 30 lots, with a maximum length of 400 feet, no cul-de-sacs, and no dead ends if serving more than four lots.
- C. When an alley is to be provided with utilities, the alley shall be located within a utility easement.
- D. Minimum alley tract (easement if circumstances require) width of 20 feet with a pavement surface of 16 feet (including thickened edge), based on a ten-foot structure setback from property line or edge of tract (easement). For differing structure setback requirements, alley configuration shall be designated to provide for safe turning access to properties.
- E. Alleyways shall be provided with a paved surface, a thickened edge on one side and cross slope in one direction.
- F. Alleys will be allowed only when lots have frontage on a public street.
- G. Alley entry shall be provided by a driveway cut.
- H. Construction and inspection standards for public roads shall also apply to alleys unless otherwise noted within these standards.
- I. Alleys shall contain no intersections or any 90-degree bends. Any alignment other than straight shall be approved by the Public Works Director.

Growth Management Short Course on Local Planning—Planning Commission Training

February 2, 2017:

1. Comprehensive Planning Basics
 - a. <https://www.youtube.com/watch?v=KwdDxJNVv2E&feature=youtu.be>
 - i. Growth Management Act; urban/rural/natural resource lands; Urban Growth Areas; growth targets; Countywide Planning Policies
2. Implementing Your Plan
 - a. <https://www.youtube.com/watch?v=R74UIQe2ZlY&feature=youtu.be>
 - i. Zoning code; development regulations; capital projects; programs; critical areas
3. Updating Your Plan
 - a. <https://www.youtube.com/watch?v=PCbggGp7sqA&feature=youtu.be>
 - i. Periodic update and consistency with Growth Management Act; process; visioning
4. Washington's Legal Framework for Land Use planning
 - a. <https://www.youtube.com/watch?v=dNUJHqqrOnw&feature=youtu.be>
 - i. Legal background; police powers; Planning Commission Act, Planning Enabling Act, and Growth Management Act; Subdivision Statute; SEPA; Shoreline Management Act
5. Constitutional Issues and Other Protections
 - a. <https://www.youtube.com/watch?v=Vu7j0aEHris&feature=youtu.be>
 - i. Procedural due process; Substantive due process; takings; vesting; moratoria; etc.

March 2, 2017:

1. Roles and Responsibilities in Planning
 - a. <https://www.youtube.com/watch?v=bEC-z3wsVNI&feature=youtu.be>
 - i. Planning processes and main participants in the planning process
2. Public Participation and Effective Meetings
 - a. <https://www.youtube.com/watch?v=eO8KC5vqmA&feature=youtu.be>
 - i. Early and continuous public participation means opportunities for the public to be involved in each phase of the development of plans and regulations.
3. Open Public Meetings Act
 - a. <https://www.youtube.com/watch?v=eO8KC5vqmA&feature=youtu.be>
 - i. The Washington Open Public Meetings Act (OPMA), codified in Chapter 42.30 RCW, requires that all meetings of governing bodies of public agencies, including cities, counties, and special purpose districts, be open to the public.
4. Appearance of Fairness Doctrine
 - a. <https://www.youtube.com/watch?v=oOQJeQ5eGg&feature=youtu.be>
 - i. The Appearance of Fairness Doctrine is a rule of law requiring government decision-makers to conduct non-court hearings and proceedings in a way that is fair and unbiased in both appearance and fact. It was developed by the courts as a method of ensuring that due process protections, which normally apply in courtroom settings, extend to certain types of administrative decision-making hearings, such as rezones of specific property. The doctrine attempts to make sure that all parties to an argument receive equal treatment.